The influence of **Architecture and Urban Design** on **neighbor interactions** in Amsterdam

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I | Introduction

The city is by definition full of strangers. To any person in the city, strangers are far more common than acquaintances. Even residents that live close to each other are strangers. Though good city sidewalk life can enhance safety and neighbor interaction on the streets. It may appear purposeless, but sidewalk contacts can change the city's wealth and public life. (Jacobs, 1992). Sadly, people in big cities nowadays live more anonymously and individualistic than 10 years ago (CBS, 2023). Fences between gardens get higher, curtains on the street side will stay closed during the day, and people don't know the name of their neighbors anymore. These are all symptoms of the anonymization and individualization of the society.

At the same time, loneliness in cities is increasing. In the Netherlands, big cities like The Hague, Rotterdam and Amsterdam lead the statistics on loneliness. In 2020 14,6% of the people in Amsterdam felt severely lonely, which was 12,6% in 2016 and increased to 22,6% in 2022, because of the COVID pandemic (GGD, CBS and RIVM, 2021, 2023). Though these same cities are full of people who enjoy a certain degree of contact, but we do not want them to be in our hairs and the other way around. If contact with your neighbors will threaten to invade your privacy, people often choose to avoid neighborly interactions (Jacobs, 1992). This results in a skewed pattern that can be potentially solved by designing streets that facilitate neighbor interactions. Along with a personal interest in the behavior of people in cities, this is the motive for doing a research on the changed interactions between neighbors.

Jane Jacobs is one of the most important people who have written about how designing streets can enhance the social interaction. Although she is not an educated urban planner, she is seen as a trustful source for urban design principles. In multiple books, she translated her observations and research in theories about good city life (Project for Public Spaces, 2010). Her most famous work is '*The Death and Life of Great American Cities*' (1961). This was a source of inspiration for many new urban planners, as it was for Danish architect Jan Gehl. He graduated in 1960 when modernist planners created cities for traffic and to see nice patterns from above. Gehl was firmly against his principle. In his planning, he values designing attractive spaces between buildings, so that you are tempted to spend more time in the shared space. Spending more time in the shared space possibly leads to more interactions with neighbor (Dickinson, 2022). This theorie is the basis of his first book '*Life Between Buildings*' (1971).

These people have had a major impact on the world of urban design and made clear the importance of designing the small scale and local economies (Lu et al., 2019). They state that their theories are the basis of creating lively and vibrant residential streets that enhance neighbor interactions. Their ideas have been in inspiration for city planners ever since. However, there is still a lot of loneliness in large cities, as a result of anonymization and individualization. Therefore, it is valuable to research to what extent their urban design principles can be identified in large cities. From the result a conclusion can be taken whether the principles work and if it should be broader being used.

To narrow down the scope of the research, it is necessary to focus on a specific city. Because of the availability of (primary) sources, the research will focus on Amsterdam. Moreover it will concentrate on the residential streets of Amsterdam, to eliminate factors like shops and cafes, where people would interact with each other on a different level. The specific residential streets that will be analyzed will be selected by going through the municipal online archive and research which locations have archival photos including neighbor interactions. In this way, the current situation can be compared with the past.

In conclusion the following research question will be addressed in this thesis: "*To what extent can the urban design principles about stimulating neighbor interactions of Jan Gehl and Jane Jacobs be identified in the residential streets of Amsterdam, found in archival photos, compared to the current situation?*"

Different research methods will be used to, in the end, answer the research question and to possibly give advise on how to create vibrant residential streets where neighbors are happy to interact with each other. Amongst these research methods is a theoretical research to what factors influence the dynamics of neighbor interactions. Different studies show that it is mostly influenced by socio-demographics, neighborhood characteristics and urban design principles.

Research through several studies from van den Berg and Timmermans suggests that socio-demographic factors play an important role in shaping neighborly contacts. People with children and long-term residents tend to have larger social networks and higher contact frequencies with neighbors. Besides, while higher education levels may negatively affect interaction frequency, higher income levels have been associated with increased social interaction. Although this research is limited to the relation between the socio-demographics and socio-economics, and the size of people's social network, it also states it would be interesting to identify the other neighborhood characteristics by studying the urban form and public space (van den Berg, Timmermans, 2015). Other research shows that neighborhood characteristics such as urban density, presence of public open space, and mobility patterns interact to influence neighborly contacts and community cohesion (Fox, Fox, Marans, 2016).

Furthermore, urban design principles, as advocated by Jane Jacobs and Jan Gehl, offers guidance in designing environments conducive to neighborly contacts. Mixed-use development, vibrant street life, and active frontages promote spontaneous encounters and informal socializing among residents. Gehl's emphasis on human-scale design underscores the importance of pedestrian-friendly streets and well-designed public spaces in facilitating social interaction (Gehl, 2011). Moreover, community engagement and participatory design processes play a vital role in ensuring that urban spaces reflect the diverse needs and aspirations of residents (Jacobs, 1992).

However the relationship between physical and social conditions in urban neighborhoods is complex and dynamic. Physical infrastructure, for example the amount and velocity of traffic, influences social interactions (van Vroonhoven, 2016), but also people themselves experience the physical conditions differently. This is constantly changing. Therefore the city is far from being static, and something that is never finished (Amin, 2007). Thus, understanding the nuanced interaction between socio-demographic factors, neighborhood characteristics, and urban design principles is crucial for enhancing neighborly contacts in urban environments. Policymakers and urban planners must prioritize strategies that promote social diversity, pedestrian-friendly environments, and community engagement. (Moore, Fardghassemi, & Joffe, 2023).

In conclusion, enhancing neighborly contacts in urban neighborhoods requires a multi-faceted approach that integrates insights from sociology, urban planning, and design. By addressing socio-demographic differences, using the urban design principles, and actively involving the community, cities can create vibrant and inclusive streets where neighbor interaction thrives.

However these theories are relatively generic and thus not connected to a concrete city. This shows there is a gap in the literature when focussing on a specific city, like Amsterdam. Therefore this research will focus on connecting the theories with case studies in Amsterdam, to research to what extent the urban design principles can be identified and possibly further applied.

As mentioned before, different research methodologies are used. First of all, the theories of Jan Gehl and Jane Jacobs will be defined and compared. Then the chosen residential streets will be introduced by addressing their history and analyzing photos from the municipal archive. This is followed by a report containing observations from the current situation. In the discussion, these observations are related to the defined theories of Gehl and Jacobs, to discover to what extent they can be identified in the residential streets of Amsterdam. This will give an elaborate answer in the conclusion, on if and how neighbor interactions can be enhanced by the physical environment and potentially lower the feel of loneliness. Thus the structure of the thesis is as follows:

I.   Introduction
II.   Theories of Gehl and Jacobs
III. Residential streets of Amsterdam
IV. Observing the current situation
V.   Discussion
VI. Conclusion
VII. Bibliography
VIII. Appendix

II | Theories of Gehl and Jabobs

To be able to identify architectural en urban design principles that stimulate neighbor interactions, two main sources have been used from Jan Gehl en Jane Jacobs. Both have had a major impact on the way new designers see public spaces and want to create vibrant cities. Even outside of the western world, there theories have been recognized (Lu et al., 2019). The main sources are '*Life Between Buildings*' originally from 1971 by Jan Gehl and '*The Death and Life of Great American Cities*' originally from 1961 by Jane Jacobs. Though the publications have been read from 2011 of Gehl, published by Island Press, and from 1992 of Jacobs, published by Vintage Books.

As mentioned in the introduction, the interactions of neighbors is not only influenced by the design of the public space. There are also other factors that play a role in the nature and the frequency of the interactions. For instance, the introduction of the telephone, computer and cars. Instead of spontaneous visits to your friends that live nearby, we call or text them up front. In addition, cars make is possible for us to easy visit friends faraway, which makes it less urgent to find social contact with your neighbors (Gehl, 2011).

   In addition, the cause of public contact on a local level is a combination of different factors. It is a feeling for the public identity of people and a web of public respect and trust. The absence of trust is a disaster to the street life, because people will not (unconsciously) participate anymore. A good city street, also residential, has a balance between people's determination to have their essential privacy and the simultaneous wishes for contact, enjoyment or help from the people around (Gehl, 2011).

   Besides, a good city is also a safe street. In contrast to the previous arguments on socio-demographics, Jacobs shows multiple examples in which neighborhoods that get perceived as dangerous slums, actually might be safer than civilized and neat neighborhoods (Jacobs, 1992). This has to do with the principle that she calls 'eyes on the street.' She states that the average streets are not kept safe by the police, but by the residents. The more eyes or on the street or look at the street, the safer it will be. If people feel the ownership over the street, they will stand up if something out of the ordinary happens at the street. In rich neighborhoods, where streets might be cleaner and calmer and people live more secluded, there will be less eyes on the street, and therefore anything can happen without anyone's notice. Nevertheless, these richer people appreciate the sidewalk life as much as anybody else (Jacobs, 1992). More importantly, safe streets are more attractive to use. It increases the amount of people on the people on the streets, and therefore it increases the chance of interactions between neighbors. However, the safety of streets are hard to measure and observe. Hence, this research will mainly focus on the physical means to create lively residential streets.

The physical framework of the built environment can be in itself designed in away that impedes the desired contact forms, like a short, innocent talk with your neighbor. In contrast the physical framework can also be designed to give a broader spectrum of available outdoor activities (Gehl, 2011). Gehl drew some physical means that can either isolate or connect people. This is visible in the figure below.
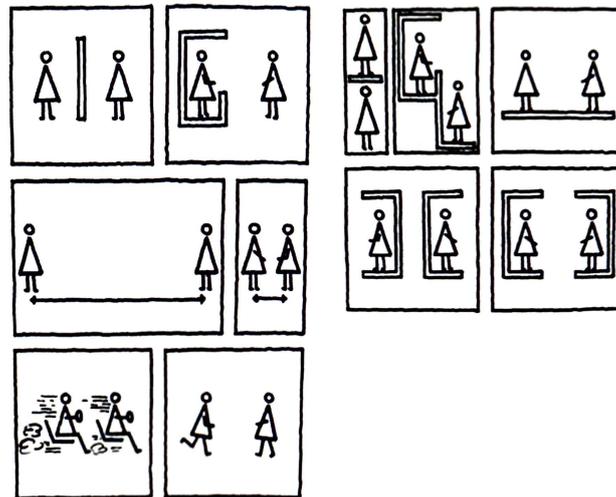

Figure 01. The senses and communication. Physical arrangement can promote or prevent visual and auditory contact in at least five different ways. From *Life Between Buildings* (6th ed., p. 62), by Jan Gehl, 2011. Island Press.

In "Life Between Buildings" from 2011, Jan Gehl underscores the significance of considering the movement of people between buildings and understanding the historical importance of social interactions in public spaces. It emphasizes the life between buildings as a crucial aspect of architecture, urban design, and city planning. While societal shifts may influence the nature of social activities in these spaces, essential design principles for enhancing human quality in the public domain stay consistent (Gehl, 2011).

Outdoor activities are influenced by various factors, including the physical environment (Gehl, 2011). There are three types of outdoor activities: necessary, optional, and social. Necessary activities are minimally affected by physical conditions and occur regardless of circumstances. Optional activities, such as leisurely walks or sunbathing, depend on favorable weather and surroundings. Social activities, including children playing and communal gatherings, rely on interactions in public spaces and often stem from necessary or optional activities. Enhancing the conditions for necessary and optional activities indirectly supports social interactions (Gehl, 2011). This is visually explained in figure 02. Furthermore increased time spent outdoors will result in more frequent social interactions and conversations among people (Gehl, 1980).
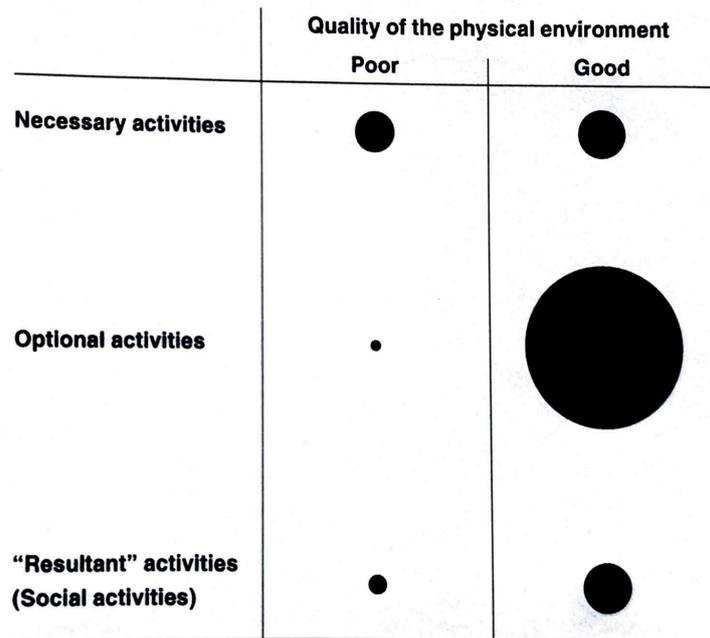
Figure 02. Graphic representation of the relationship between the quality of outdoor spaces and the rate of occurrence of outdoor activities. From *Life Between Buildings* (6th ed., p. 11), by Jan Gehl, 2011. Island Press.

The nature of social activities varies depending on the context in which they occur, such as residential streets, near schools, or workplaces, where people with common interests often engage in comprehensive interactions like greetings, conversations, and play due to their familiarity with each other (Gehl, 2011). While the physical framework does not directly influence the quality or intensity of social contacts, architects and planners can shape opportunities for meeting, seeing, and hearing others, which serve as crucial starting points for various forms of contact (Gehl, 2011).

Gehl stresses that life between buildings is more than just pedestrian traffic or recreational activities; it forms the communal fabric of cities and residential areas, though it has received less attention over the years (Gehl, 2011). Passive contacts, "the see and hear contacts," characterized by the low intensity, play valuable roles as independent forms of contact and as prerequisites for more complex interactions. Opportunities for meeting, seeing, and hearing others offer benefits such as maintaining established contacts, gathering information about the social world, and gaining inspiration (Gehl, 2011).

The absence of activity between buildings sharpens the boundaries between isolation and contact, highlighting the importance of relaxed, undemanding interactions among people. Gehl emphasizes the significance of participation rather than mere observation. (Gehl, 2011). Low-intensity contacts serve as fertile ground for further interactions; for instance, children's play activities often start with simple meetings in shared spaces (Gehl, 2011).

Frequent interactions in daily activities increase the likelihood of developing connections with neighbors (Gehl, 2011). For example repeated encounters with familiar faces on the street can create a sense of community. Besides he argues that carefully planning of cities and housing areas can enhance the liveliness of communal spaces, reducing the need for costly architectural embellishments (Gehl, 2011).

Moreover, people tend to choose seating locations in public spaces that offer views of surrounding activities, reflecting the intrinsic human interest in observing others (Gehl, 1969; Gehl, 1968; Kao, 1968). Even in bustling urban environments, human activity remains a primary focus of attention, indicating the enduring relevance of life between buildings (Gehl, 1969; Gehl, 1968). This preference can even be seen in children's play habits. Research shows they rather play in areas with high activity levels, such as streets and near entrances of dwellings, instead of in the designated play areas lacking in stimuli (Kjaersdam, 1974-1976; Morville, 1969). Jacobs adds to this by giving arguments on the importance of lively sidewalks for children. They need a place where they can play anything. Jacobs calls this the outdoor home base for unspecialized play. Sidewalks fulfill this need perfectly if they have the right size. If the sidewalk is too narrow children will more often play on the vehicular streets, which is less safe then the sidewalks meant for pedestrians. Therefore Jacobs states that a sidewalk of at least six meters gives enough room for all kinds of play, whilst giving enough room for people to pass by. Though in general it can be stated that the livelier the sidewalk, and the greater the variety of activities and users, the wider the sidewalk needs to be to serve all purposes in a sufficient way (Jacobs, 1992). Gehl agrees on the statement of Jacobs about the width of sidewalks. He adds to it that for people to properly use the sidewalk, it should have alterations. This can be done by differing the width and angle of the street.

Physical planning significantly influences the extent and nature of outdoor activities, shaping the liveliness of cities. Urban environments with pedestrian-friendly designs and accessible outdoor spaces tend to create vibrant social interactions, whereas car-dominated cities often lack conducive environments for outdoor gatherings. This example can be seen in Italian neighboring cities, where the climate is similar, but the urban planning - and as a result the outdoor city life - is completely different. Further research demonstrates that for example clearing out courtyards, mostly of cars, and laying out parks already has a positive impact (Gehl, 2011). Besides, parking the car on the border of city blocks has more benefits. This results in people having to walk the last 50 to 200 meters to their home. These streets are the most lively, because the most interactions happen on these streets. People have to be outside for a while, and with a slow pace, to perform the necessary activities. This is when you would meat your neighbor and make a small conversation (Gehl, 2011).

In addition, Appleyard and Lindell's study in San Francisco, where three residential streets are being compared, illustrates the impact of traffic intensity on outdoor activities, showing that increased traffic correlates with a decrease in outdoor social interactions (Jacobs, 1961). This corresponds to another solution Gehl mentions for limiting the impact of car traffic, which is the Dutch principle of the *woonerf*. The streets are then clearly designed for pedestrians and children to play, but cars can intrude at a slow pace (Gehl, 2011).

Historically, cities evolved organically over centuries, prioritizing human interaction and outdoor living spaces. Renaissance ideals focused on visual aesthetics, neglecting the social dimensions of urban planning. Later, functionalist approaches emphasized physical attributes but overlooked psychological and social aspects. This led to the disappearance of streets and squares in favor of automobile-centric designs, hindering outdoor activities and social interactions (Gehl, 2011). However, recent trends have seen a resurgence of pedestrian-friendly environments, fostering increased social engagement in public spaces. The criticisms of neglected public spaces have already been expressed by a new generation of architects and planners, challenging modernist and suburban sprawl ideologies (Krier, 1982). Gehl emphasizes the importance of prioritizing everyday activities and creating desirable conditions for outdoor interactions to enhance the quality of life in cities and these new generation seems to be aware of this too (Gehl, 2011). They see that for designing lively and safe streets, certain design principles need to be applied, like the ones of Gehl

and Jacobs. For instance, safe streets need a clear demarcation between what is public and what is private space, eyes on the street and users on the street itself. If the streets don't facilitate this, it will not feel safe and the sidewalk life will not flourish (Jacobs, 1992).

However, Gehl proposes transition zones to soften the border between public and private. He calls it the soft edges. It it is based on a theory of Derk de Jonge, called the edge effect. It includes the idea that people feel safe and more at ease on the edge of an area. For example on the edge of the square, or near the facades on streets. That's because people have a clear overview, but don't feel exposed. This makes the facade zone an excellent place for staying and other activities (de Jonge, 1967). This area should offer space to place greenery, to sit, to play, to cook, to repair your bike, to eat or to practice hobbies. Though, it is important that there is still a visual connection between your home and the street (Gehl, 2011). If by doing this the opportunities for outdoor activities in a residential area are improved in a way that the average daily time spent outside doubles, streets will be by definition more lively (Gehl, 2011). In addition, when the speed of movement is reduced from 50km/h in by car to 5km/h by bike, the number of people will appear to be ten times more, because they are within your range for a longer period.

Further in this thesis it will be researched to what extent the theories on creating a good physical environment where neighbors can interact, can be identified in the residential streets of Amsterdam. The design principles, mostly defined by Jacobs and Gehl, that influence the neighborly contacts can be extracted from this chapter. Here follows a list:

1. City origin. Whether it is a medieval, renaissance or functionalist city already defines a certain type of public space that influences outdoor activities.
2. Proportions. The height of the buildings in comparison to the width of the street, but also the width of the sidewalk in comparison to the amount of desired activities.
3. Traffic. Most importantly, the increase of traffic will decrease the development of interactions between neighbors and other outdoor activities. Though the speed of the traffic, where the cars are parked and the dependance on cars in general are of influence.
4. Soft edges. The way in which the transition between the private and public domain is designed and what activities can take place in these transition zones.
5. Entrances. The presence (and the amount of) entrances and front doors or in other words and the resulting activity of people going in and out.
6. Seating possibilities. Benches as primary seating form. Stairs, low walls, steps and niches as secondary seating form. People prefer to take place in busier areas, full of human activities, over a quiet park. Besides, benches in front of people's homes offer a way to participate in the public activities.
7. Noise and communication. If the noise from roads are other sources are too loud, the street will be an unpleasant place to communicate with neighbors.
8. Dwelling design. What functions are connected to outdoor spaces and how easy can it be accessed.

III | Residential streets of Amsterdam

This thesis compares the theories of Gehl and Jacobs with case studies in Amsterdam, to see if the theories can be identified and if they still work. The case studies have been selected by going through the online archive (Beeldbank) of the municipality of Amsterdam, searching for historical photos and documentaries including neighbor interactions. This chapter will address the case studies and give background information on these locations. The complete set of archival photo's used to write this part of the paper can be found in the appendix.

The archival photos are from many different neighborhoods in Amsterdam. Some photos can be clustered into areas that will be visited during an excursion. Four neighborhoods have been chosen to focus on: Spaarndammerbuurt, de Jordaan, Beethovenbuurt and Tuindorp Nieuwendam.

      The Spaarndammerbuurt is originally a working-class neighborhood built from the late 19th century. The residents used to work in the wood harbors of Amsterdam, but they are not in use anymore. The neighborhood feels like a village because of the unique architecture from the Amsterdam School. From the early 20th century, a lot of social housing projects were built in this style, giving character to the area (*Spaarndammerbuurt in Amsterdam*, n.d.). The Jordaan was built as part of a late city expansion in the 17th century and used to be a working-class neighborhood too. However, a large modernization in the 1970s caused the poor workers and emigrants to make place for new inhabitants. The new generation changed the slum area to a mixed neighborhood for artists, young entrepreneurs and students. Nowadays the Jordaan is seen as a peaceful environment filled with little canals and narrow streets (*Jordaan Neighborhood of Amsterdam*, n.d.). The Beethovenstraat is a newer neighborhood. It was built around the 1920s as part of Plan Zuid. H.P. Berlage made the urban design and most of the architecture was designed by the Amsterdam School, like the Spaarndammerbuurt (Milian, 2019). The houses are larger and also the house prices are three times higher than the prices in the previous neighborhoods, with an average of 1,5 million euros (AlleCijfers.nl, 2024). Tuindorp Nieuwendam was built in the same period as the Beethovenstraat. The garden city was meant for the workers of the industry in the north, but the rent came out too high (*Tuindorp Nieuwendam*, n.d.). Nowadays the house value is similar to the houses in the Spaarndammerbuurt (AlleCijfers.nl, 2024).

      In general, most of the neighborhoods were designed for the working-class with a low income and low level of education. Nowadays, it is more mixed, but the character from that era can still be felt throughout the districts.

Although the neighborhoods are at least a century old, the archival photos available on the online archive are mostly from the 1970s. Most of these photos were taken individually. However, photos from three neighborhoods come from photo series commissioned by the Amsterdam Art Foundation. The reason why these photo series have been made, cannot be found. Nevertheless the neighborhoods were interesting enough to make a photo series about.

      The people on the photos are more often women than men. On one quarter of the photos their children are there too. If looking at the activities, people mostly meet their neighbors while walking towards or from their bike or car. Other observed activities include working in the front yard, walking the dog or have a smoke on the doorstep. All these activities are, as Gehl calls them, optional activities, which rely on good outdoor conditions (Gehl, 2011). This theory can be confirmed by analyzing the archival photos. The photos of which the date stamp includes a month are all shot between June and August. In the Netherlands, these months usually have the most hours of sunshine. On the other photos people for example wear sunglasses, t-shirts or shorts, that indicates good weather conditions.

Though there have to be elements on the streets that can facilitate the activities that result in neighborly interactions. Almost on every photo there is a sidewalk with a width that can host people sitting and walking by, without hindering one another. Though Jacobs would prefer even wider sidewalk to be to host gatherings or children's play for example (Jacobs, 1992). Moreover, the seating element seems to be important. People place chairs or benches on the sidewalk, and if possible, sit on the stairs in front of their home, or lean against the window sill. However, as Gehl states, people only sit outside if there is some activity to look at (Gehl 2011).

Other elements are openable windows, both on eye level as on the levels above. Windows are necessary to facilitate eyes on the street, but they need to be open to verbally communicate with each other. Often people hang in or out the windows to talk to each other. To conclude a frontyard, or already a planter in front of your house will create a new activity on the street: gardening and other maintenance. It gives the residents a part of ownership of the street, and when working outside, they have eyes on the street and might interact with some neighbors. Furthermore, it creates a clear boundary between the private and public, which is a key element of successful city streets (Jacobs, 1992).

Figure 03 (left). Bewoners op stoep pratend met hun buren (Jordaan). From "*Beeldbank*," 1981 (https://archief.amsterdam/beeldbank/ detail/222d28cd-d7d9-48f8-eb05-033d45b71cb5/media/f8931ae4-326a-7fa7-bfb1-1c719bbc0bcb? mode=detail&view=horizontal&q=buren&rows=1&page=4&fq[]=search_s_sk_documenttype:"foto"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 04 (right). Jolanda en haar zoon, een vriend en een buurvrouw met kind voor de deur. From "*Beeldbank*," by H. Meijer, 1971 (https://archief.amsterdam/beeldbank/detail/35977210-fd05-b7ae-27df-f62bef53ce18/media/0bc78dac-829d-68cf-61f7- f79c961d0c27?mode=detail&view=horizontal&q=buurvrouw&rows=1&page=6&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

In general, the design principles defined by Gehl en Jacobs are recognizable in the streets of the archival photos. This confirms the theory on why these principles or elements are needed. However, it is hard to define the frequency and origin of the interactions, and how the situations were outside the photos. This will be further observed and analyzed in the next chapters with the excursion to the four neighborhoods.

IV | Observing the current situation

Out of the archival photos, a few residential neighborhoods and streets were extracted. These are the Spaarndammerbuurt, the Jordaan, more specifically the area of the Egelantiersgracht and the Egelantiersstraat, the garden city (Tuindorp) Nieuwendam and the Brahmstraat in the Beethovenbuurt. The locations are highlighted in the map below.

Figure 05. Chosen locations to be observed in Amsterdam (aerial photo from Apple Maps, annotated by author, 2024).

Two excursions were made to these locations to explore the current situation of the places found in the archival photos and to see if the ideas of Gehl and Jacobs can be found in the design and use of these residential streets. Though, the aim of the following report is to capture short moments of the street life and give the reader a feel of atmosphere and sensory details. This is done through the author's individual perception, which led to the decision to write the report in an impressionist style (Gibbs, 1952). In the next chapter, the discussion, the residential streets will be analyzed to what extent the theories from Gehl en Jacobs can be identified.

As said before, two excursions were made to Amsterdam. The first excursion was on a sunny Monday between 10:00 and 16:00. The second excursion was on the following Saturday around the same times. Though, this time there was less sun and even some drizzles of rain.
        In general, the streets were quite empty. Not only empty of pedestrians, but there were as little people cycling or driving the car in these neighborhoods. Only around shops, cafes, and community centers there was a bit of life. This was even more on Saturday, but that might be because of the higher amount of visitors and tourists during weekends.

Spaarndammerbuurt

On Monday the weather was good, but a lot of people were probably working, and therefore not at home. I saw a handful of mothers take a walk with their kid in a stroller. Then there were also around ten people in total who seemed to return home from the grocery store. However, when crossing each other they didn't seem to greet each other, let alone making a small conversation about the weather. The only place where there was interaction, was the playground. The Spaarndammerbuurt has one big playground in a open courtyard, the Zaandammerplein. There were children playing under the surveillance of parents, and some elderly sat aside to watch and talk with each other. They were from the small community center that was one the square. They brought out some drinks and foldable chairs to enjoy the weather. These situations are shown on the figures below. On Saturday, similar observations were made in the neighborhood.

Figure 06 (left). Two neighbors passing, without greeting each other.
Figure 07 (right). Playground as liveliest place in the neighborhood.

In general, there were a lot of parked cars and bicycles in the public space, which lead to an unpleasant atmosphere. In addition, the sidewalks seemed empty and facade gardens were poorly maintained. Though there were a few residents who try their best brightening up the street with greenery and bookshelves to borrow and exchange books without payment, like the one in the photo below.
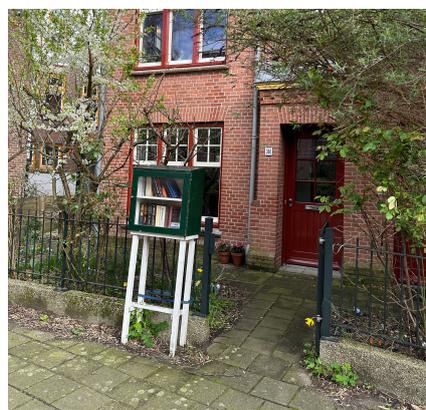
Figure 08. Bookshelf for exchanging books.

De Jordaan

On both days the neighborhood of the Jordaan seemed more lively than the Spaarndammerbuurt. This might have been because of the higher amount of markets, shops and cafes (Jacobs, 1992). Compared to the Spaarndammerbuurt, which is mostly residential, this area can be considered as a mixed use neighborhood. From the Jordaan, historical photos were found of the Egelantiersgracht and the Egelantiersstraat.

The difference between the two streets was interesting to see. The Dutch word implies the Egelantiersgracht is at the canal and the Egelantiersstraat is the small street behind it. This principle is found more often in the neighborhood. Most of the times, the street facing a canal had more people in the street and also more interaction between the neighbors. Possible reasons for this will be addressed in the next chapter.

On the Monday afternoon, two longer interactions were observed during the stay in the Jordaan. The first example was at the Egelantiersgracht, between two male neighbors meeting each other in front of ones home. The older man was about to throw away the trash, when his neighbor came home and wanted to and parked his bike. They seemed to know each other well enough and talked about how the weather was good for the solar panels on the roof. The conversation ended when the old men's wife came home and went inside.

The other example was at the Lindegracht, but the canal has been filled in. An old lady sat on her bench in front of her home, when her neighbor came back from walking the dog. They talked for a moment and then the neighbor, also female, took place on another bench next to the lady. That bench was probably hers. It didn't seem to be a deep conversation, since the women looked through the plants while talking to the lady, whilst she kept facing the sun with her eyes closed. Besides, they didn't seem to be bothered about the harsh border, made of parked cars, that blocked their view to the street. They could still enjoy the sunny weather. These two examples are shown in the following two figures.

Figure 09 (left). Two male neighbors meeting each other in front of ones home.
Figure 10 (right). Two female neighbors sitting in front of their homes, enjoying the weather.

On Saturday more people were using the streets, but still with little interaction. Again, there was more activity on the canal-facing streets, then the smaller streets without the canals. You would see people sitting on the benches by themselves, or with housemates, but no spontaneous interaction with their neighbors. There was also one man who used the entrance platform as study space, to still be able to enjoy the sun. All examples, shown on the photos below, are from canal-facing streets.

Figure 11 (left). Housemates having a drink together on the sidewalk in front of their home.
Figure 12 (middle). A man smoking a cigarette on the bench in front of his house.
Figure 13 (right). A man studying on the entrance platform, while enjoying the weather.

Beethovenbuurt

The archival photos of the Beethovenbuurt show that when the outdoor conditions are good, residents often sat in front of their homes, because their gardens don't have any sunlight during the afternoon. During this moment of the excursion, the sun was not shining, and therefore nobody was sitting in front of their homes to enjoy the weather. Though, the benches are still present, which indicates that residents use the sidewalk and facade zone in the same manner as 40 years ago. Photos from both time periods are shown below.

Figure 14 (left). Bewoners van de Brahmsstraat zitten 's zomers vaak voor het huis omdat er achter geen zon is. From "*Beeldbank,*" H. Meijer, 1981 (https://archief.amsterdam/beeldbank/detail/f1e06199-6e2c-6062-f115-fe506a3e2071/media/ 7bf15c52-2686-4685-3437-d3cbcc4b3609? mode=detail&view=horizontal&q=beethovenbuurt&rows=1&page=46&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 15 (right). Benches in front of the houses indicate residents still sit in front of their homes to enjoy the weather.

Tuindorp Nieuwendam
To conclude the excursion, the garden city Nieuwendam has been visited. In comparison to the previous neighborhoods, this area has a lower density because of the broader lay-out and different dwelling types. The neighborhood mostly consists of row houses with small front gardens. This creates a transition zone between the private indoor space and public vehicular roads. This front garden is used by residents in different ways. Residents fill the garden with greenery, and place benches or use it as bicycle parking. More importantly, the front doors are clustered in pairs. Instead of making individual entrances, the architect chose to mirror every house to pair entryways. This increases the chance of neighbors meeting at the doorstep and starting a conversation. The different uses can be seen on figure XX.

Other residents choose to place high hedges at the parcel boundary like the example on figure XX. This increases their privacy in their homes and the front garden. At the same time it harshens the border between public and private and blocks the view from their home to the outside world. Though most residents follow the left example rather than the right example.

Figure 16 (left). Clustered entrances and front gardens with greenery, bicycle parking and benches.
Figure 17 (right). Some residents place hedges to increase their privacy.

In this neighborhood, something else stood out. The exact same benches in different colors were found throughout the area. The figures below and figure XX already show four different benches. It seemed there has been a neighborhood initiative to purchase such benches to have residents use the spaces in front of their homes. Unfortunately no information about this can be found on the internet or in local newspapers.

Figure 18 (left). Green and blue benches in small front garden.
Figure 19 (right). Yellow bench on the sidewalk.

V | Discussion

Before starting the actual analysis of the residential streets, a side note has to be made. As Gehl already mentioned, the outdoor conditions are of great influence. If the weather is better, people will do more optional activities outside. These are the activities that can result in social activities and interaction with your neighbors (Gehl, 2011). The excursions took place in March 18 and March 23, which means it was not quite spring yet and the Dutch weather wasn't at it's best. Therefore it has to be taken into account that the outdoor spaces were not used with their full potential and probably the same locations will look and feel different in summer. Nevertheless an analysis can be made from the observed interactions and the street design. The analysis will aim to find to what extent the theories of Gehl and Jacobs can be identified in these residential streets.

Activities
A few neighbor interactions have been observed during the excursions. The activities that these people were doing can be categorized in the different type of activities defined by Gehl: necessary, optional and "resultant" social activities (Gehl, 2011). The interaction between the two male neighbors started with both of them carrying out necessary activities. The old men was throwing out the trash and the other men came home from work or doing the groceries. It was a coincidence that this happens at the same time, but it still resulted in the social activity of a friendly conversation. The other example of the two female neighbors happened during a combination of a necessary and optional activity. The old lady was just enjoying the weather which is an optional activity. The other women was finishing walking her dog when she met her neighbor outside and started a conversation. Without the lady being outside to enjoy the sun, this conversation would have never happend. Other observed optional activities that led to social activities were children playing at the playgrounds with parents watching over them

Although the amount of observed optional activities was significantly less then the necessary activities, Gehl states that these optional activities mostly lead to spontaneous interactions with neighbors. The observations in Amsterdam seem to confirm that. In addition, these optional activities are the most influenced by the quality of the physical environment and the outdoor conditions (Gehl, 2011). The next paragraphs will further address this.

Sidewalk life and soft edges

The residential streets were not very lively, but it didn't look like the residential streets weren't able to offer the sidewalk life, as Jacobs calls it (Jacobs, 1992). The sidewalks are wide enough to accommodate a facade garden, with some benches, and at the same time leave enough space to have pedestrians passing by. This has been illustrated in the figures below. On the other hand this was not present in all streets, most sidewalks could have been wider and also the amount of car and bike parking was significant. Especially in the Spaarndammerbuurt.
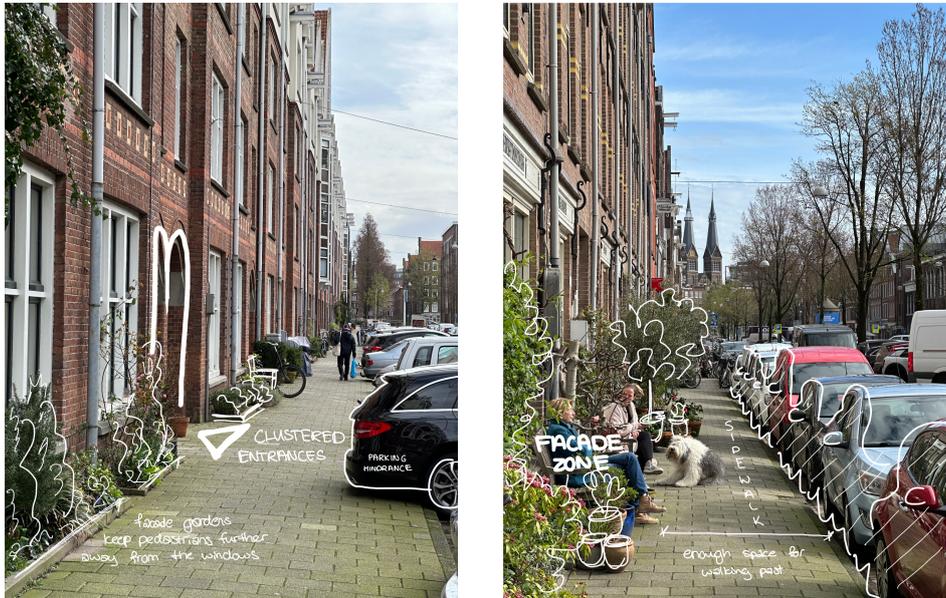
Figure 20 (left). Facade gardens in the Spaarndammerbuurt.
Figure 21 (right). Green facade zone with seating possibilities, in the Jordaan.

Also Gehl thinks sidewalks should be wide enough to facilitate different activities like sitting, walking and playing. Especially the facade zone is an excellent location to place seating, because of the edge effect, mentioned in the second chapter. Moreover, Gehl talks about softening the edges of the facade. For example by having an easy access in and out and good staying areas directly in front of your houses to recreate, work or play (Gehl, 2011). Following this theory, the examples above are good. Especially when the street dimensions don't allow small front gardens. Though a new project in the Spaarndammerbuurt shows an architectural design element that facilitates this soft edge even more. The example below shows how niches in the facade can be used to create a semiprivate outdoor space with a direct access to the indoor living space. At the same time it leaves enough room on the sidewalks to walk and play.

Figure 22. Niches with direct access to indoor living space.

18

Zoning and dimensions

As mentioned before, the facade zone is an outstanding place to use for staying (Gehl, 2011). At the same time you don't want people to walk or stay to close to your window. Besides, fast traffic should stay even further away from the front door. (Jacobs, 1992). If it was up to Jacobs, residential streets should be car free and with a width of nine meters. Though, because of the history of the city and municipal decisions, this is not possible most of the times. In some cases the streets are even smaller than 9 meters and are being used by pedestrians, cyclists and cars. In these cases, it is extra important to create proper zoning in the street. In the examples from the Jordaan, seen in the figures below, this is done by creating a 'Delftse Stoep.' Urban designers or city planners designed a zone, in between the facade and small poles with a different pavement, for the residents to fill with planters, benches, bike parking and so forth. Although the vehicular road might be close to your facade, this zone still creates a distance providing a transition from public to private.

Figure 23 (left). Narrow street without a sidewalk where where low poles define facade zone.
Figure 24 (right). Clear zoning of pedestrians, vehicular road and parking.

Sitting and views

The final aspect are benches and their views. Both Gehl and Jacobs address the importance of having seating possibilities together with a view to look out. Ideally this view contains activities of other people (Jacobs, 1992). This possibly explains why the canal-facing streets contain more outdoor activities than the narrow streets behind them. Firstly, it can be because more (sun)light is coming into the streets. This follows Gehl's principle of good outdoor conditions increases the amount of optional activities. Furthermore, it can be because there is more to see on these streets. The streets along the canals are often wider and better to use by car and bicycle, than the small streets behind them. This results in people watching other people. Something we do and enjoy a lot (Gehl, 2011). Though in general a lot of people place benches in front of their homes. The effect has already been mentioned in the example of the two female neighbors interacting, whilst sitting in front of their homes. Therefore this theory of Gehl and Jacobs can be confirmed.

VI | Conclusion

The city, by its nature, is a place where strangers outnumber acquaintances, leading to a sense of anonymity and individualism among residents. While interactions between neighbors have the potential to enhance safety and community cohesion, factors such as poorly designed residential streets and a lack of neighborly engagement indicate a trend towards greater anonymization and isolation of the society. Therefore, this thesis addressed the following research question: "*To what extent can the urban design principles about stimulating neighbor interactions of Jan Gehl and Jane Jacobs be identified in the residential streets of Amsterdam, found in archival photos, compared to the current situation?*"

Statistics showing rising levels of loneliness in major cities suggests a correlation between urbanization, individualism, and loneliness. Moreover, research indicates that socio-demographic factors, neighborhood characteristics, and urban design principles collectively influence neighborly contacts. Factors such as socio-economic status, urban density, and the presence of public open spaces all play a role in shaping social interactions within neighborhoods.

However, the urban design principles proposed by urban urban advisors like Jane Jacobs and Jan Gehl offer insights into how the physical environment can be used to stimulate neighbor interactions and mitigate feelings of isolation. These principles emphasize the importance of pedestrian-friendly streets, soft edges, and vibrant public spaces. By prioritizing implementing these urban design principles that facilitate social connections, cities can create vibrant and inclusive neighborhoods where residents are more likely to interact with one another. Further research focusing on Amsterdam, provides valuable insights into the effectiveness of these principles.

This research discusses the comparison of urban design theories proposed by Gehl and Jacobs with case studies in Amsterdam, specifically focusing on residential streets. The selection of case studies based on archival photos and historical background. It includes residential streets from Spaarndammerbuurt, de Jordaan, Beethovenbuurt, and Tuindorp Nieuwendam. The chosen neighborhoods represent different periods of urban development and socio-economic contexts, providing a diverse range of examples for analysis. However, most neighborhoods were originally built for working-class residents but have since undergone changes in demographics and character.

The archival photos show activities such as neighbor interactions, walking, and outdoor maintenance. Further analysis indicates that the design principles advocated by Gehl and Jacobs, such as the importance of outdoor conditions, sidewalk width, openable windows, and front yards, can be observed in these streets. These principles aim to encourage neighborly interactions and create a sense of ownership and community within residential areas.

Excursions to the selected neighborhoods and residential streets provided insights into the current state of these streets. Observations revealed differences in street life and interaction levels between neighborhoods. For example, the Spaarndammerbuurt showed limited interaction, while the Jordaan exhibited more lively street scenes, particularly along canal-facing streets. This is due to better outdoor conditions, including better access to sunlight and a wider and more vibrant view.

Furthermore, the research explores the role of physical in shaping street dynamics. For instance, Gehl and Jacobs advocate for wider sidewalks and soft edges to the facade, with seating possibilities and spaces for children to play, to encourage social interactions and a sense of community ownership. These aspects have been widely identified in the observed interactions and street designs. Especially the facade garden with greenery and benches, that create these soft edges are present, but on the other hand traffic and parked cars hinder the outdoor conditions.

Overall, the design principles proposed by Gehl and Jacobs are evident in Amsterdam's residential streets and seem to be valid, but the frequency and nature of neighbor interactions still vary. Factors such as weather conditions, street layout, demographics and neighborhood characteristics influence the extent to which these principles are realized in practice. Some of these factors can still be improved to increase the amount of neighbor interactions and lower the feeling of loneliness in large cities. Though it should not be about blindly applying the examples given by Jacobs, Gehl and other research. Instead, it should be about understanding the principles behind the behavior of the people in big cities (Jacobs, 1992), to then apply some of the ideas, suited to the unique, individual residential streets.

To conclude the thesis, the identified factors can be converted into a list of recommendations for future urban planners, to take into account whilst designing residential streets. By incorporating these ideas, designers can create lively streets that thrive on neighbor interactions.

1. Prioritize Pedestrian-Friendly Streets: Enhance the walkability of residential streets by prioritizing pedestrian-friendly designs. Widening sidewalks, reducing vehicular traffic, and creating designated pedestrian zones can encourage residents to walk and interact with their neighbors.
2. Promote Soft Edges and Facade Gardens: Encourage the development of soft edges along building facades, with spaces for seating, greenery, and outdoor activities. Facade gardens not only enhance the aesthetic appeal of streets but also create opportunities for neighborly interactions.
3. Address Traffic and Parking Issues: Mitigate the negative impact of traffic congestion and parked cars on street life by implementing traffic calming measures and promoting alternative modes of transportation such as cycling and public transit.
4. Support Community Initiatives: Collaborate with local community organizations and residents to support initiatives that promote neighborly engagement and community cohesion. Encourage the establishment of neighborhood associations and social events that creates a sense of belonging among residents.
5. Consider Socio-Economic Diversity: Recognize the importance of socio-economic diversity in creating inclusive and resilient communities. Ensure that urban design interventions prioritize the needs of all residents, regardless of income or social status.
6. Conduct Further Research and Evaluation: Continuously monitor and evaluate the effectiveness of urban design interventions in promoting neighbor interactions and reducing social isolation. Use feedback from residents to inform future planning decisions.

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16. Raviez, E. S. (1978). Amsterdam Noord. Man met oud papier op de fiets [photograph]. https://archief.amsterdam/beeldbank/detail/becdadca-0ac1-b8fa-7d3b-c3c9a6cc5a2c/media/6d6b5a64-3c70-72dd-406a-7f3cf5c8aec5?mode=detail&view=horizontal&q='Oud-Noord'&rows=1&page=29&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction

17. Toussaint, E. D. (1960-1972). Leidsekade 101, man met twee honden in vensteropening en schoonmakende vrouw in portiek, gezien vanaf het terras van Lido [photograph]. https://archief.amsterdam/beeldbank/detail/9b3023b4-c2aa-74cb-0899-a993d710e732/media/fd6be364-d308-f053-c9a5-99a0a7a9270b?mode=detail&view=horizontal&q=portiek&rows=1&page=49&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction

18. Stadsarchief Amsterdam (1960-1972). Admiraal De Ruijterweg 143 met in het portiek twee ijs-etende kinderen [photograph]. https://archief.amsterdam/beeldbank/detail/7db97833-dd1d-705c-2d2e-d5db5c8f9ed6/media/b70022e0-0218-86bb-d53d-19f04a429bda?mode=detail&view=horizontal&q=portiek&rows=1&page=30&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

19. Tromp, M. (2006). Javastraat, tussen Javaplein en Javaplantsoen [photograph]. https://archief.amsterdam/beeldbank/detail/55241ffe-8b70-819a-3190-cde67ee461ea/media/63f0cd59-bec0-9fff-80e8-a6b68e9b7110?mode=detail&view=horizontal&q=buurman&rows=1&page=22&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction

20. Melskens, J. (2007). Telefoneren - maar niet met elkaar [photograph]. https://archief.amsterdam/beeldbank/detail/8fc1f5d8-ff58-37b8-9712-db52ae97baf9/media/f57b9467-1849-b7cd-f969-cefdfbe7fab8?mode=detail&view=horizontal&q=buren&rows=1&page=10&fq[]=search_s_sk_documenttype:"foto"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction

21. Alberts, M. (2008). Lindengracht 86. In de deuropening: mevrouw C.M. Stapelvoort (bewoont sinds 1944 dit pand) en op de voorgrond: buurvrouw Gonnie de Haan (woonachtig: Lindengracht 78) [photograph]. https://archief.amsterdam/beeldbank/detail/9a233ad4-a126-e84f-a82d-bda5b5e8d904/media/e23e0622-c882-ea35-8677-178addadfec1?mode=detail&view=horizontal&q=buurvrouw&rows=1&page=4&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction
§

VIII | Appendix

Archival photos

Spaarndammerbuurt
Several photos from the serie 'Spaarndammerbuurt' from the Amsterdam Art Foundation.

Figure 01 (left). Hembrugstraat 100-94. From "*Beeldbank,*" by H. van den Bogaard, 1976 (https://archief.amsterdam/beeldbank/detail/bed62472-3800-277a-9a67-18e7347090ad/media/e71f4938-7dcb-5bd9-bbcf-33c9580aa21f?mode=detail&view=horizontal&q=spaarndammerbuurt&rows=1&page=19&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 02 (right). Tuintje in de Hembrugstraat. From "*Beeldbank,*" by H. van den Bogaard, 1976 (https://archief.amsterdam/beeldbank/detail/7938b589-9e9c-f2c5-4d82-62eb0832c169/media/90722de1-6c8a-7c55-1528-3295023105a1?mode=detail&view=horizontal&q=spaarndammerbuurt&rows=1&page=28&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 03 (left). Zaandammerplein 56-54. From "*Beeldbank,*" by H. van den Bogaard, 1976 (https://archief.amsterdam/beeldbank/detail/51db6e93-d618-8fcb-7992-0506ad42fc6a/media/ed20ff8a-c472-ca7a-0b7e-8ff9401fd79c?mode=detail&view=horizontal&q=spaarndammerbuurt&rows=1&page=29&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 04 (right). Zaandammerplein. From "*Beeldbank,*" by H. van den Bogaard, 1973 (https://archief.amsterdam/beeldbank/detail/970a3473-bbc4-8b29-bb29-955bfb91899b/media/aec77725-d1fa-eaff-29ce-7d2c11c46b50?mode=detail&view=horizontal&q=spaarndammerbuurt&rows=1&page=34&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 05 (left). Houtrijkstraat. Fluwelen Eindje. From "*Beeldbank,*" by H. van den Bogaard, 1977 (https://archief.amsterdam/ beeldbank/detail/a3fc2ec6-3e72-ac23-bc1d-928ad3e2fd85/media/7b5da050-3a17-3004-1efe-7518b3503c4b? mode=detail&view=horizontal&q=spaarndammerbuurt&rows=1&page=32&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 06 (right). Binnenterrein Polanenhof. From "*Beeldbank,*" by H. van den Bogaard, 1976 (https://archief.amsterdam/beeldbank/ detail/f6fcbd6e-842c-d6d7-430e-e771811ba5b8/media/59f29446-df64-4f1f-7f88-7bb2ce8f84f2? mode=detail&view=horizontal&q=spaarndammerbuurt&rows=1&page=38&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 07 (right). Nova Zemblastraat bij de Bontekoestraat. From "*Beeldbank,*" by H. van den Bogaard, 1977 (https:// archief.amsterdam/beeldbank/detail/38a8176d-3c92-f296-d012-3e4462bf04f2/media/8117c33a-7961-819e-621f-25f5ba50b2a9? mode=detail&view=horizontal&q=nova zemblastraat&rows=1&page=2&fq[]=search_s_dc_provenance:"Collectie Stadsarchief Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]). Stadsarchief Amsterdam

De Jordaan
Photos from the Egelantiersgracht, in the neighborhood of De Jordaan.

Figure 08 (left). Bewoners op stoep pratend met hun buren (Jordaan). From "*Beeldbank,*" 1971 (https://archief.amsterdam/beeldbank/
detail/222d28cd-d7d9-48f8-eb05-033d45b71cb5/media/f8931ae4-326a-7fa7-bfb1-1c719bbc0bcb?
mode=detail&view=horizontal&q=buren&rows=1&page=4&fq[]=search_s_sk_documenttype:"foto"&fq[]=search_i_sk_date:[1950
TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 09 (right). Hitte in de Jordaan. Een vrouw met haar kind in een zinken teil. De buren zorgen voor nog meer verkoeling.
Egelantiersstraat, rechts de nummers 72-28 (v.l.n.r.).. From "*Beeldbank,*" by B. Merk, 1955 (https://archief.amsterdam/beeldbank/
detail/500ea773-51c4-0cd7-0940-701d42f9ca19/media/10fb6d80-c64e-7035-6609-76058c128f23?
mode=detail&view=horizontal&q=buren&rows=1&page=13&fq[]=search_s_sk_documenttype:"foto"&fq[]=search_i_sk_date:[1950
TO 2050]&filterAction). Stadsarchief Amsterdam

Beethovenbuurt
Several photos from the serie 'Spaarndammerbuurt' from the Amsterdam Art Foundation.

Figure 10 (left). Bewoners van de Brahmsstraat zitten 's zomers vaak voor het huis omdat er achter geen zon is. From "*Beeldbank,*"
by H. Meijer, 1981 (https://archief.amsterdam/beeldbank/detail/f1e06199-6e2c-6062-f115-fe506a3e2071/media/
7bf15c52-2686-4685-3437-d3cbcc4b3609?
mode=detail&view=horizontal&q=beethovenbuurt&rows=1&page=46&fq[]=search_s_dc_provenance:"Collectie Stadsarchief
Amsterdam\: documentaire foto-opdrachten"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 11 (right). Jolanda en haar zoon, een vriend en een buurvrouw met kind voor de deur.. From "*Beeldbank,*" by H. Meijer, 1981
(https://archief.amsterdam/beeldbank/detail/35977210-fd05-b7ae-27df-f62bef53ce18/media/0bc78dac-829d-68cf-61f7-
f79c961d0c27?mode=detail&view=horizontal&q=buurvrouw&rows=1&page=6&fq[]=search_i_sk_date:[1950 TO
2050]&filterAction). Stadsarchief Amsterdam

Photoproject: 'Wij maken geschiedenis'

Figure 12 (left). Bewoners van de Vlielandstraat zitten voor hun woningen op een zomerse dag. From "*Beeldbank,*" by L. Ruules, 2014 (https://archief.amsterdam/beeldbank/detail/de52507c-5f02-ecb0-72f8-eb64f186a46a/media/f4c7e8dd-a98e-997c-ea36-08e07f58a208?mode=detail&view=horizontal&rows=1&page=55&fq[]=search_s_dc_provenance:"Collectie Fotoproject Wij Maken Geschiedenis\!"&fq[]=search_i_sk_date:[1950 TO 2050]&sort=random{1710164985986} asc&filterAction). Stadsarchief Amsterdam

Figure 13 (right). Bewoners van de Meteorenweg op een bankje voor hun woning. From "*Beeldbank,*" by I. Kara, 2014 (https://archief.amsterdam/beeldbank/detail/8ed6a555-7b47-a3b0-5b7b-c2a472d682e6/media/24483594-4a17-1707-8ff7-f5a67843acd3?mode=detail&view=horizontal&rows=1&page=75&fq[]=search_s_dc_provenance:"Collectie Fotoproject Wij Maken Geschiedenis\!"&fq[]=search_i_sk_date:[1950 TO 2050]&sort=random{1710164985986} asc&filterAction). Stadsarchief Amsterdam

Figure 14 (right). Bewoners van de Hensbroekerstraat op een geïmproviseerd terras voor hun woning op een zomerse dag.. From "*Beeldbank,*" by D. Hoogendoorn, 2014 (https://archief.amsterdam/beeldbank/detail/ad77c5af-4c6d-4e2c-3fda-f672b50bf9ad/media/1fb971a0-9621-def6-f7a3-0f026338b66b?mode=detail&view=horizontal&rows=1&page=157&fq[]=search_s_dc_provenance:"Collectie Fotoproject Wij Maken Geschiedenis\!"&fq[]=search_i_sk_date:[1950 TO 2050]&sort=random{1710164985986} asc&filterAction). Stadsarchief Amsterdam

Oud-Noord

Several photos from the serie 'Oud-Noord' from the Amsterdam Art Foundation.

Figure 15 (left). Gentiaanstraat 71. Praatje met de buurvrouw. From "*Beeldbank,*" by E. S. Raviez, 1978 (https://archief.amsterdam/ beeldbank/detail/75ee68ff-c31f-cb58-d038-9b268099317b/media/e26e8e40-073a-d1a1-0927-51736df77c59? mode=detail&view=horizontal&q=buurvrouw&rows=1&page=5&fq[]=search_i_sk_date:[1950 TO 2050]&filterActio). Stadsarchief Amsterdam

Figure 16 (right). Amsterdam Noord. Man met oud papier op de fiets. From "*Beeldbank,*" by E. S. Raviez, 1978 (https:// archief.amsterdam/beeldbank/detail/becdadca-0ac1-b8fa-7d3b-c3c9a6cc5a2c/media/6d6b5a64-3c70-72dd-406a-7f3cf5c8aec5? mode=detail&view=horizontal&q='Oud-Noord'&rows=1&page=29&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Other

Multiple photos from different locaties and time periods.

Figure 17 (left). Leidsekade 101, man met twee honden in vensteropening en schoonmakende vrouw in portiek, gezien vanaf het terras van Lido. From "*Beeldbank,*" by E. D. Toussaint, 1960-1972 (https://archief.amsterdam/beeldbank/detail/9b3023b4-c2aa-74cb-0899-a993d710e732/media/fd6be364-d308-f053-c9a5-99a0a7a9270b? mode=detail&view=horizontal&q=portiek&rows=1&page=49&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 18 (right). Admiraal De Ruijterweg 143 met in het portiek twee ijs-etende kinderen. From "*Beeldbank,*" 1987 (https:// archief.amsterdam/beeldbank/detail/7db97833-dd1d-705c-2d2e-d5db5c8f9ed6/media/b70022e0-0218-86bb-d53d-19f04a429bda? mode=detail&view=horizontal&q=portiek&rows=1&page=30&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 19 (left). Javastraat, tussen Javaplein en Javaplantsoen. From "*Beeldbank*," by M. Tromp, 2006 (https://archief.amsterdam/ beeldbank/detail/55241ffe-8b70-819a-3190-cde67ee461ea/media/63f0cd59-bec0-9fff-80e8-a6b68e9b7110? mode=detail&view=horizontal&q=buurman&rows=1&page=22&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 20 (right). Telefoneren - maar niet met elkaar. From "*Beeldbank*," J. Melskens, 2007 (https://archief.amsterdam/beeldbank/ detail/8fc1f5d8-ff58-37b8-9712-db52ae97baf9/media/f57b9467-1849-b7cd-f969-cefdfbe7fab8? mode=detail&view=horizontal&q=buren&rows=1&page=10&fq[]=search_s_sk_documenttype:"foto"&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam

Figure 21. Lindengracht 86. In de deuropening: mevrouw C.M. Stapelvoort (bewoont sinds 1944 dit pand) en op de voorgrond: buurvrouw Gonnie de Haan (woonachtig: Lindengracht 78). From "*Beeldbank*," M. Alberts, 2008 (https://archief.amsterdam/ beeldbank/detail/9a233ad4-a126-e84f-a82d-bda5b5e8d904/media/e23e0622-c882-ea35-8677-178addadfec1? mode=detail&view=horizontal&q=buurvrouw&rows=1&page=4&fq[]=search_i_sk_date:[1950 TO 2050]&filterAction). Stadsarchief Amsterdam